

tribute, and the necessity for the introduction of such evidence or arguments. The hearing clerk shall forward all such applications to the presiding officer.

Dated: August 9, 1973.

SAUL R. ROSOFF,
Acting Director,
Office of Child Development.

[FR Doc.73-16911 Filed 8-13-73; 8:45 am]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

SALEM-McNARY AIRPORT; SALEM, OREG. Commissioning of Airport Traffic Control Tower

Notice is hereby given that on or about August 30, 1973, the Airport Traffic Control Tower at the Salem-McNary Airport, Salem, Oregon, will be commissioned. It will improve the operational flow of terminal traffic consisting predominantly of general aviation aircraft. Communications to the Airport Traffic Control Tower should be addressed as follows:

Airport Traffic Control Tower
Department of Transportation
Federal Aviation Administration
Salem-McNary Airport
3000 25th Street S.E.
Salem, OR 97302

Issued in Seattle, Washington, on August 2, 1973.

C. B. WALK, Jr.,
Director, Northwest Region.

[FR Doc.73-16769 Filed 8-13-73; 8:45 am]

TRI-CITIES AIRPORT; PASCO, WASH. Commissioning of Airport Traffic Control Tower

Notice is hereby given that on or about August 30, 1973, the Airport Traffic Control Tower at the Tri-Cities Airport, Pasco, Washington, will be commissioned. It will improve the operational flow of terminal traffic consisting predominantly of general aviation aircraft. Communications to the Airport Traffic Control Tower should be addressed as follows:

Airport Traffic Control Tower
Department of Transportation
Federal Aviation Administration
Tri-Cities Airport
3601 North Chase
Pasco, WA 99301

Issued in Seattle, Washington, on August 2, 1973.

C. B. WALK, Jr.,
Director, Northwest Region.

[FR Doc.73-16770 Filed 8-13-73; 8:45 am]

Federal Highway Administration WASHINGTON

Availability of Proposed Action Plan

The Washington Department of Highways has submitted to the Federal Highway Administration of the U.S. Depart-

ment of Transportation a proposed Action Plan as required by Policy and Procedure Memorandum 90-4 issued on June 1, 1973. The Action Plan outlines the organizational relationships, the assignments of responsibility, and the procedures to be used by the State to assure that economic, social and environmental effects are fully considered in developing highway projects and that final decisions on highway projects are made in the best overall public interest, taking into consideration: (1) Needs for fast, safe and efficient transportation; (2) public services; and (3) costs of eliminating or minimizing adverse effects.

The proposed Action Plan is available for public review at the following locations:

1. Washington State Highway Library
Highway Administration Building
Olympia, Washington 98504
2. District 1, Washington Department of Highways
6431 Corson Avenue South
Seattle, Washington 98108
Phone: (206) 764-4141
3. District 2, Washington Department of Highways
P.O. Box 98
Wenatchee, Washington 98801
Phone: (509) 663-1641
4. District 3, Washington Department of Highways
P.O. Box 327
Olympia, Washington 98504
Phone: (206) 753-7200
5. District 4, Washington Department of Highways
P.O. Box 1717
Vancouver, Washington 98663
Phone: (206) 696-6461
6. District 5, Washington Department of Highways
P.O. Box 52
Yakima, Washington 98901
Phone: (509) 248-1661
7. District 6, Washington Department of Highways
P.O. Box 5299
N. Central Station
Spokane, Washington 99205
Phone: (509) 456-3000
8. District 7, Washington Department of Highways
10506 NE 4th Street
Bellevue, Washington 98004
Phone: (206) 455-7000
9. Serial Record Section
Holland Library
Washington State University
Pullman, Washington 99163
10. Documents Librarian
Reference Division
University of Washington Library
Seattle, Washington 98195
11. Reference Documents Librarian
Seattle Public Library
Seattle, Washington 98104
12. Documents Division
Tacoma Public Library
Tacoma, Washington 98403
13. Exchange and Gift Division
Library of Congress
Washington, D.C. 20540
14. Aberdeen Public Library
Aberdeen, Washington 98520
15. The Library
Western Washington State College
Bellingham, Washington 98225
16. The Library
Eastern Washington State College
Cheney, Washington 99004
17. Government Publication Division
The Library
Central Washington State College
Ellensburg, Washington 98926
18. Everett Public Library
Everett, Washington 98201
19. Mid-Columbia Library
405 South Dayton Street
Kennewick, Washington 98336
20. Longview Public Library
Longview, Washington 98632
21. Municipal Reference Library
307 Municipal Building
Seattle, Washington 98104
22. King County Public Library
300 8th Avenue, North
Seattle, Washington 98109
23. Spokane Public Library
W. 908 Main Avenue
Spokane, Washington 99201
24. The Library
Pacific Lutheran University
Parkland
Tacoma, Washington 98447
25. Librarian
University of Puget Sound
Tacoma, Washington 98416
26. Fort Vancouver Regional Library
1007 East Mill Plane Blvd.
Vancouver, Washington 98660
27. Whitman College Library
Walla Walla, Washington 99362
28. Wenatchee Public Library
310 Douglas
Wenatchee, Washington 98801
29. Yakima Valley Regional Library
102 North 3rd Street
Yakima, Washington 98901
30. Washington State Library
State Library Building
Olympia, Washington 98504
31. Washington Division—FHWA
1007 South Washington Street
Olympia, Washington 98507
32. FHWA Regional Office—Region 10
222 S.W. Morrison Street
Portland, Oregon 97204
33. U.S. Department of Transportation
Federal Highway Administration
Environmental Development Division
Nassif Building, Room 3246
400 7th Street SW.
Washington, D.C. 20590

Comments from interested groups and the public on the proposed Action Plan are invited. Comments should be sent to the FHWA Regional Office shown above before September 10, 1973.

Issued on August 9, 1973.

NORBERT T. TIEMANN,

Federal Highway Administrator.

[FR Doc.73-16803 Filed 8-13-73; 8:45 am]

Federal Railroad Administration

[FRA E.O. No. 3]

TRANSPORTATION OF TRITONAL BOMBS Emergency Order Regarding Class A Explosives

As a result of investigations of recent rail accidents and incidents involving the transportation of Tritonal Bombs (Class A Explosives), the Federal Railroad Administration (FRA) has determined that the use of low-sparking brake shoes and adequate spark shields or increased inspection and surveillance of car selection and transportation of Class A explosives are essential to prevent further occur-

rences. Although the accidents involving Class A explosive bombs which occurred on the Southern Pacific Transportation Company at Roseville, California on April 28, 1973, and at Benson, Arizona on May 24, 1973, are still under investigation, on June 1, 1973, the National Transportation Safety Board (NTSB) issued its safety recommendation R-73-24. In R-73-24 the NTSB recommended that the FRA issue temporary regulations requiring "Increased inspection and surveillance of the car selection, loading and transportation of military explosives of a type involved in Tobar, Roseville, and the Benson explosions."

In addition to the action recommended by the NTSB, the FRA believes that an effort must be made to eliminate sources of excessive heat in the rail transportation of these munitions and that increased inspection is needed of those car components which can cause such heat. One source of excessive heat is the sticking of brakes. In addition, cast iron brake shoes can produce a "sparking" condition which can cause hot metal sparks to be thrown against and ignite a wooden car body. Similarly, the application of high-friction composition brake shoes to a car equipped for the application of low-friction composition shoes may cause a fire in the brake shoe which can be transmitted to the wooden floor of a car body.

I have thoroughly reviewed this matter and conclude that the present practice of transporting Class A explosives creates an emergency situation involving a hazard of death or injury to persons affected by the use of railroad equipment in transporting the explosives. Therefore, pursuant to the authority contained in section 203 of the Federal Railroad Safety Act of 1970 (45 U.S.C. 432), I am hereby issuing the following order:

ORDER

In addition to the requirements of Parts 170-189 of Title 49 of the Code of Federal Regulations governing the transportation of explosives, effective 12:01 a.m., August 16, 1973, a railroad may transport Class A explosives only under the following conditions:

(a) Each car transporting Class A explosives must be designed for and equipped with one of the following types of brake shoes. All brake shoes on the car must be of the same type and of a type for which the car is designed. All brake shoes must be in a safe and suitable condition for service, and in compliance with the wear limit set forth below according to type of brake shoe:

Type of brake shoe	Wear limit Brake shoe must have a uniform thickness of more than—
Low-friction composition.....	$\frac{3}{8}$ inch
High-friction composition.....	$\frac{3}{8}$ inch
High-phosphorous.....	$\frac{1}{2}$ inch

(b) Except as provided in subdivision (c) of this order, each car transporting Class A explosives must be equipped with—

- (1) A continuous steel sub-floor; or
- (2) Metal spark shields, located on each side of the center sill, extending continuously from the center sill to the side sill, and continuously from the end sill to a point not less than one foot beyond the tread of the inside wheel of the car truck and which do not have an accumulation of oil, grease, or debris constituting a fire hazard.

(c) A car which does not meet the requirements set forth in subdivision (b) of this order may be used to transport Class A explosives under the following conditions:

- (i) The car transporting Class A explosives and each car coupled to that car in a train must be inspected as provided in clause (2) of this subdivision, by employees qualified to make the inspection, while the train is stopped at each of the following points:

- (i) Where the train and engine crews are changed;
- (ii) Immediately before traversing a 1.75 percent or more descending grade of 10 miles or more in length;
- (iii) The first point practicable after traversing a 1.75 percent or more descending grade of 10 miles or more in length, but not more than two miles after descending the grade;
- (iv) The first point practicable after the automatic air brakes have been in continuous application on a moving train for a period of 30 minutes or more; and
- (v) The first point practicable after an emergency application of the automatic air brakes.

(2) The inspection required by clause (1) of this subdivision must be conducted to determine that—

- (i) The air brakes are released;
- (ii) There is no evidence of fire;
- (iii) There is no evidence of overheating of brake shoes, wheel rims, wheel treads, or journals; and

(iv) The car suspension system and draft gear assembly are in a safe and suitable condition for service.

(3) With respect to an inspection made under clause (2) of this subdivision—

(i) If there is evidence of sticking brakes, measures must be taken to assure that air brakes and hand brakes are fully released.

(ii) If any evidence of overheating of any component of a car is discovered, or the suspension system or draft gear assembly of a car are found to be in an unsuitable condition for service, each defective car must be set out from the train, or the train may proceed at a speed of not more than 10 miles per hour to the nearest point where each defective car can be removed from the train. Cars set out from the train under these conditions may not be used for the transportation of Class A explosives until they have been repaired, inspected, and certified as safe and suitable for service by a responsible mechanical officer of the railroad concerned. If a car cannot be certified to be in a safe and suitable condition for service, the Class A explosives lading must be transferred to a car which meets the

requirements set forth in this order before they are transported by rail.

A civil penalty of not less than \$250 nor more than \$2500 will be assessed for each violation of this order and each day of such violation will constitute a separate offense.

An opportunity for review of this order is provided in accordance with section 554 of Title 5 of the United States Code.

(Sec. 203, 84 Stat. 972, 45 U.S.C. 432; and § 1.49(n) of the regulations of the Office of the Secretary of Transportation, 49 CFR 1.49(n)).

Issued in Washington, D.C. on August 9, 1973.

JOHN W. INGRAM,
Administrator.

[FR Doc. 73-16394 Filed 8-13-73; 8:45 am]

National Highway Traffic Safety Administration

NATIONAL MOTOR VEHICLE SAFETY ADVISORY COUNCIL

Notice of Public Meeting

On October 9 and 10, 1973, the National Motor Vehicle Safety Advisory Council will hold a public conference on the technical and legal aspects of motor vehicle safety defects. The conference will be held in room 2232, Department of Transportation headquarters building, 400 Seventh Street, SW, Washington, D.C., beginning at 9:00 a.m. each day. The Safety Defects Conference is being sponsored by the National Motor Vehicle Safety Advisory Council to aid the Council in developing recommendations and guidelines for consideration by the Secretary of Transportation on what constitutes a "safety-related defect." The Council believes that the conference is timely in light of the increasingly large number of motor vehicles recalled each year and legislation before Congress calling for mandatory recall and remedy of safety-related defects.

The Advisory Council is asking for participation by representatives of the motor vehicle industry, consumer groups, the Government, and other interested parties. Parties who wish to speak at the Conference or submit a written report are invited to indicate their interest by writing the Chairman of the Safety Defects Conference for further details by August 31, 1973 at the following address: Chairman, Safety Defects Conference, National Motor Vehicle Safety Advisory Council, (Rm. 5215), NHTSA, DOT, Washington, D.C. 20590.

The National Motor Vehicle Safety Advisory Council is composed of 22 members, a majority of whom represent the general public, including representatives of State and local governments, with the remainder representing motor vehicle and equipment manufacturers and dealers. The Advisory Council makes recommendations to the Secretary of Transportation on the motor vehicle safety standards program administered under the National Traffic and Motor Vehicle Safety Act of 1966 (15 USC 1381 et seq.).